



NOVEMBER 2004

Common sense regarding safety is not always so common with us! As our kids tell us... that is so obvious... but is it really!!



Traffic lights that sometimes do not detect smaller vehicles

If a traffic 'light does not turn green within a reasonable time period, and there is no approaching traffic coming from behind, the motorcyclist should roll the throttle on and off a few times, revving the engine. The added power may be sufficient to disrupt the electrical field. If not, turn the motorcycle off and restart it. The electrical field created by the starter should disrupt the sensor field and trigger the sensor. If there seems to be a frequent problem at a specific light, the

motorcyclist may ask that a detector be examined.

To report a traffic light problem or a road hazard, call the Highway Help line at 1-800-367-ROAD (7623) (TTY users, call 1-800-432-1843), or complete a Highway Help line request at <http://www.virginiadot.org/comtravel/eoc/citizen.asp> .



Are you a gambler?

Some people know that they need to wear their eye protection, but they don't. Maybe because they feel lucky or they assume they will never have an eye injury. It takes only a split second for you to lose your most precious possession. Eye protection doesn't protect you when it's stored in your toolbox or lying on a bench collecting dust. Not only must you wear eye protection; it shall be the adequate protection for the specific eye hazard in accordance with your industrial hygiene survey. Eye

**There were eight preventable eye injuries at NAS Oceana in FY-04
...splashes, basketball, objects in eye...**

protection must meet the American National Standards Institute (ANSI) standard Z87.1. Each type of safety eyewear provides a certain level of protection; therefore, they're not the same or interchangeable. **Face shields are not considered primary eye protection, and shall be used in conjunction with safety glasses, impact goggles or chemical goggles.**

All areas identified as being sight hazardous must be clearly labeled to provide adequate warning to personnel entering the area. In addition to eye protection, emergency eyewash stations must be provided in areas where there are corrosive chemicals present. Never wash an eye that has been punctured, cut or has an abrasion. Use a sterile gauze patch, and bandage the eye lightly. Finally, maintaining your safety eyewear provides you the full protection when needed as well as extending the life of the eyewear.



TRANSMISSION OF BLOODBORNE PATHOGENS

In FY-04 there, were 45 abrasions, lacerations, punctures, etc. at NAS Oceana, any of which could have resulted in blood being lost by the employee. A risk each employee may face at work is blood borne diseases such as hepatitis B virus (HBV), hepatitis C virus (HCV) and the human immunodeficiency virus (HIV). These diseases are not spread through the air

like the flu, nor is it spread by touching a person infected with the virus. The only way the viruses are spread is through bodily fluids containing visible blood. However, coming in contact with the tainted blood doesn't always mean you're at risk. It does not take a large amount of the virus to enter your blood stream to defeat the body's defense system. Do you occasionally come in contact with blood on the job? Public Safety and medical personnel are generally very conscious of the dangers associated with contact with another person's blood. However, there is always the potential for an injury in any shop or even office environment in which blood could be lost, so supervisors and employees should keep the above precautions in mind any time an accident happens. If needed, supervisors should give their employees training on Bloodborne Pathogens using the lesson plan located on our website at

<http://www.nasoceana.navy.mil/safety/Training/Lesson%20Plans/Bloodborne%20Pathogens%20Lesson%20Plan.doc>.

Explosives Safety Inspection (ESI) - 15-19 Nov 2004



“A chain reaction, that would have never started if Operational Risk Management (ORM) had been applied ...”



Breaking the Chain...

All of us who work with explosives should know the risk involved with giving the wrong information to individuals without proper knowledge of the subject. Split-second decision making without thinking about the consequences is a recipe for disaster. As they always say, learn from the past and a good example is the Texas City harbor explosion.

In the spring of 1947, the S.S. Grandcamp, a 437-foot French cargo ship was loaded in one hold with 16 cases of small arms ammunition, 59,000 bales of binder twine, 380 bales of cotton, 9,334 bags of shelled peanuts, miscellaneous farm machinery, and some oil field refrigeration units. While docked, the Texas City Terminal (TCT) railway loaded 2,300 tons of ammonium nitrate into the ship's other holds.

A chain reaction, that would have never started if Operational Risk Management (ORM) had been applied, occurred when a careless worker discarded a cigarette into one of the holds, catching the ship on fire. The first link occurred when the crewmember, who dropped the cigarette, ignored the “no smoking sign.”

The second link occurred when other crewmembers wanted to use water to put out the fire, but the ship's captain didn't want to ruin his cargo. The third link occurred when, to suffocate the flames, the captain hastily ordered the men to close the hatch, cover the cargo with a wet heavy tarp, and activate the ship's steam smothering system.



The fourth link occurred when the captain ordered his crew to abandon ship.

All of these links created a chain that led to disaster. The captain did not realize that the steam he ordered activated, when combined with decomposing fertilizer, created a combustible gas. As a result, when the crew left the S.S. Grandcamp, it became a floating bomb.



The chain continued to grow when the terminal head called an engineer at a nearby chemical plant and asked about the dangers of burning ammonium nitrate. The engineer told the terminal head not to worry because "ammonium nitrate won't explode without a detonator." The terminal head made no further inquiries. The ship did indeed explode lifting the 7,176-ton ship 20 feet into the air. The explosion also killed most of the people in and around the ship - including all the firefighters on the scene.

The chain grew further when no one considered or even discussed moving other ships in the dock area to prevent further damage.

Two other ships, the High Flyer and the Wilson B. Keene, were moored approximately 100 yards away. The High Flyer also contained ammonium nitrate. The explosion of the S.S. Grandcamp created a huge wave that crashed into the High Flyer and the Wilson B. Keene. These two ships crashed into each other starting another fire. The High Flyer also exploded. Five hundred seventy-six people were killed in 16 hours. What's disturbing about this disaster is that most of the critical decisions made in this crisis were made by the so-called experts in their fields. Experts that did not check all of the facts and made false assumptions. Others were made on the spur of the moment by individuals who knew little or nothing about the situation.

The captain was the first who could have possibly avoided this disaster. He could have considered the lives of his crew over his cargo. Had he had ORM in his day, he could have saved lives and possibly his cargo. In the end, he lost both.

You might be saying to yourself, "what does this story about ships have to do with me -- a munitions troop?" Well a lot. You can be the one to break the chain of events that can lead to a disaster by using proper ORM. If you need to take charge and you are not sure of what to do, seek help and advice. Apply the ORM process and think before you act, the life you save may be your own. Courtesy- Air Combat Command's Safety Magazine.

Visit our website at

<http://www.nas Oceana.navy.mil/safety/Explosives%20Safety/explosivessafety.htm>
for lots of resources to ensure a responsible explosives safety posture at NAS Oceana.



Latest Driving Hazard: Conversation...

Your cellular telephone may keep you in touch with your job, family, and friends, but using it while driving may put you permanently out of touch...

A cell phone can come in mighty handy in an emergency situation – it can even be a lifesaver.

But lately, cell phones are more and more frequently being cited as the culprits behind automobile accidents. Are cell phones really dangerous?

A study published in the February, 1997 New England Journal of Medicine concluded that drivers using cell phones were four to five times more likely to have crashes than drivers who were not talking on the phone. Surprisingly, drivers using hands-free phones fared no better.

The study confirmed what may seem like a logical conclusion to many, that any distraction while driving will increase the likelihood of an accident. Several states appear to have concluded that cell-phone distraction has become a serious threat to highway safety.

MISHAPS REPORTED FOR OCTOBER

1. Service member was installing a radio in the car when he lost his grip and cut his thumb. **(off-duty, no lost work days).**
2. Service member fractured his right hand when he fell while playing football. **(off-duty, no lost work days).**
3. Service member was cutting some wires when the cutters slipped and cut his middle finger. **(on-duty, no lost work days).**
4. Service member was poked in the eye while playing basketball. **(off-duty, no lost work days).**
5. Employee was stung in the face by a bee. **(on-duty, no lost work days).**
6. Service member suffered electrical shock while working on electrical circuits. **(on-duty, no lost work days).**

Lost Work Day - Loss of at least one full workday subsequent to the date of mishap.

Lets' be safe out there !!



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